

THE OMAHA DAILY BEE

FOUNDED BY EDWARD ROSEWATER

VICTOR ROSEWATER, EDITOR.

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State of Nebraska, County of Douglas, ss. Dwigth Williams, circulation manager of The Bee Publishing Company, being duly sworn, says that the average daily circulation for the month of August, 1913, was 50,295.

Subscribed in my presence and sworn to before me this 4th day of September, 1913. ROBERT HUNTER, Notary Public.

Subscribers leaving the city temporarily should have The Bee mailed to them. Address will be changed as often as requested.

Where would Woodrow be if the light of the democratic caucus went out?

It is rather difficult to "look pleasant" even for the weather man on such short notice.

Yes, and where is the old-fashioned man who used to sit on the stoop of a hot afternoon and whittle?

The St. Louis Globe-Democrat decants upon "Sulzer as a Lesson," and one must admit it to be an impressive one.

Will it be harder for the "peepulls" champions to collect honest campaign money in New York from now on?

Well, we'll see pretty soon whether Edgar Howard's pull is big enough to get a pardon even if it can't get a postoffice.

It will be easily proved that a clean carnival will take in just as much gate money as a dirty one and probably more.

On paper, a grand jury is a wonderful agency for cleaning a graft-laden atmosphere, but it seldom comes up to specifications.

Up to date W. J. Burns has apparently failed to get a bit of free advertising as a result of that last bomb tossed over General Otis' way.

Loyalty to Ak-Sar-Ben may be manifested in a lot of ways. One way is to decorate and help make the town look attractive to visitors.

The Kansas City Star says Hetch Hetchy has nothing to do with hoochie coochie. Perhaps not, but it had those Californians dancing for a while.

The three ages of reform in New York are as before—fusion, confusion, diffusion.—Minneapolis Journal.

Make it "as elsewhere" and the eternal truth of it will not be challenged.

Yes, but when are we to hear from all those cities that were going to tempt our \$5,000-a-year hydraulic politician away from us by offers of more money?

Granting that the law meant to imply the existence of a commercializing purpose in the white slave law, it still did not intend to abrogate the rule of reason.

If, as London papers say, President Wilson has borrowed the republican policy of dealing with Latin America, then there is hope for a successful ending of his negotiations.

The proclaimed program of the "progressives" promises a distinctive third party candidate for congress in every district. Those progressives must be bent on doing all they can to keep the democrats in power.

And another thing about the income tax incorporated in the new tariff bill is that, owing to its authorization by constitutional amendment, it will not be likely to collapse in supreme court adjudication.

"Man failure" was the Interstate Commerce commission's verdict in the New Haven wreck. Man is at the bottom of most of the failures on and off the railroads, only he usually tries to blame it onto the woman.

Mr. Bryan's vacations differ from those of the subordinates in the State department in that he can take his on the installment plan whenever a profitable chautauqua date comes within reach; also that he claims a vacation before he has been on the job six months, while usually a vacation presupposes at least a year in the service.

Politics in Massachusetts.

Politics in the Old Bay State present just now as interesting a situation as in any state in the union, not barring the Empire state, which is veritably bubbling over politically. In Massachusetts the lines are drawn for a clean-cut gubernatorial fight, which ordinarily would determine the control of the whole state government. The backsliding of Governor Foss, himself a comparatively recent democratic convert, has given the democrats a new standard bearer by the name of Walsh, against whom the republicans are rallying behind former Congressman Augustus P. Gardner, while the remnant of the so-called progressives will try again with the same leader, Charles S. Bird, the wealthy manufacturer, with whom they went down to defeat last year.

The republican nominee is hailed everywhere as a man possessing the highest qualifications and with an exceptionally fine record as a member of congress, and in addition stands out as the typical exponent of what is being called "the new republicanism." Unless present signs change or fall, Mr. Gardner will be the winner in the race, in fact his success would be assured and conceded even now except for the diversion of the so-called "progressives." As sized up by the usually clear-sighted Boston Transcript, "the progressive party will devote its efforts to polling a sufficiently large vote to defeat the exponent of 'the new republicanism.'" And further, "if the next governor of Massachusetts is not Gardner, it will be Walsh, for the only hope of the democrats for victory this year lies in the presence of a third party in the field made up largely of former republicans." In a word, division of the opposing forces alone sustains democratic expectations and the voter who persists in following the third party will o'-the-wisp in Massachusetts merely proclaims that he prefers to have a democrat rather than a republican in the governor's chair.

Coal Road Divorcement.

The Pennsylvania's purported sale of its anthracite coal holdings raises the interesting point that the law was presumed to divorce all railroads from such properties a good while ago and yet up to date the Pennsylvania, whose coal interests are slight as compared to other anthracite roads, is the only one to make a move. Concurrently with President Rea's announcement comes a report from Washington of the Department of Justice's plan to press its suit against all these lines controlling the coal market in Pennsylvania. Nine railroads are supposed to control the total output of the anthracite mines and the delay in prosecuting the suit for separation under the amended interstate commerce law is not explained.

But what will be the effect in the event of the complete disassociation of these nine railroads from the anthracite coal industry? Will it reduce prices to the consumer? If not, where will the advantage of the dissolution lie? That surely is the practical test at stake. It stands to reason that common ownership of coal-carrying railroads and the mines produces price domination, so that some relief should be expected through dissolution. With a steady increase in output and no corresponding increase in cost of production, prices have still been advancing so that it calls for a good deal of credulity to believe that prices will be materially cut by the promised industrial divorce.

Helpful Immigration.

The notion that immigration, and particularly the kind of immigration that comes to our shores in these latter days, is not helpful to our progress, as a nation is not accepted by the most intelligent observers, much as it may be urged by restrictionists as an argument for closing the doors. Let us quote from a statement of President Harry Pratt Judson of the University of Chicago on his return this week from an extended trip abroad: "We came back on the Imperator, the world's largest ship. In the steerage were 1,500 immigrants. These came mostly from the southern countries of Europe. These people are worthy and enterprising and honest. They can't get into our country unless they are healthy and I see no reason for keeping them out. In fact, I believe these Poles and Slavs and other races from Europe will, in mixing and intermarrying with our Americans, make for the ultimate betterment of our country and our new race."

Dr. Judson might be referred to as a "high brow" and possibly as a "blue-blood," but he realizes that the American nation is a conglomerate of all the various nationalities of Europe and he sees plainly that our strength must be maintained in the same way that it was built up. If immigration has been vital in the past, the continued influx of healthy and ambitious immigrants will be helpful all the time.

It now develops in these homeopathic exposures of "The World's Mysteries" that the Clay-Randolph duel back in 1826 was nothing but a frame-up—just like a modern wrestling match, presumably. Who knows but that is what put duelling "on the bum?"

Nothing of so trifling importance as the constitution should stand between friends anyway.

Looking Backward This Day in Omaha

COMPILED FROM BEE FILES

SEPTEMBER 29, 1913

Thirty Years Ago

Another important business venture assured Omaha now is the new wholesale drug house to be opened up by Lightfoot & Clarke in the new brick block on Harney street between Eleventh and Twelfth. They also control a wholesale drug house in Lincoln.

Services were held by the spiritualists today at Masonic hall. Mrs. Cora L. B. Richmond, the great trance medium, lectured in the evening.

The Omaha High school baseball club went to Papillion to play the Papillion Resolutes, and in six innings beat them 25 to 4.

Quite a number of Omaha people have gone to St. Louis to attend the Velled Protests.

A new stove has been put up in the women's waiting room at the depot.

The Norwegian singing society gave a pleasant entertainment in their hall on Fourteenth street, with music by Irvine's orchestra and Prof. Jackson's choir.

Those to whom credit is due are Messrs. J. Jacobson, J. Hofstad, L. Lamp, P. Wieg and G. Olsen.

The county board has divided the Second ward and the Fifth ward into two voting districts each.

Frank J. Range advertises for six good coat makers, and best of prices paid.

An army order gives a month's leave of absence to Major E. D. Sumner, Fifth cavalry, stationed at Fort Niobrara.

Twenty Years Ago

The Board of Public Works met and awarded the contract for sewer and water connections on Erskine street from Twenty-fourth to Twenty-fifth to M. J. Huse.

Mr. Harree, a sewing machine agent, was held up by a lone footpad at Twenty-third and Burnett streets, within sight of Hargreaves' home and robbed of some cash.

Hargreaves scuffled with the fellow and hit him over the head with a heavy umbrella, but the scamp escaped. It was about 8 p. m.

Here was the ticket put out by the populists in city convention: For mayor, Isaac S. Hascall; city clerk, Ed F. Leavenworth; comptroller, Sherman Wilcox; treasurer, W. J. Welshans; police judge, Elias Rabbinis. The convention developed the usual populist protechnics in the drafting and debating. Ed F. Morsarty touched off a choice bit of fireworks by asking the question: "Do I understand the A. P. A.'s run this convention?"

N. O. Strickler, chairman, ruled Morsarty out of order and after a time the bedlam ceased.

Mrs. W. Reaser went to Chicago to visit her parents and while there view the World's fair.

Mrs. J. E. Glick, 231 Farnam street, returned from Atchison, Kan., where she had visited for some ten days.

State Treasurer Joseph S. Bartley was registered at the Millard hotel.

Ten Years Ago

The city council extended for two years the street lighting contract of the Omaha Gas company with the specified modification that the old charge of \$4 each for setting posts should be eliminated.

The vote stood 6 to 5, President Zimmerman, Hoye and Nicholson voting in the negative. Bach, Dave O'Brien, Dyball, Evans, Huntington and Schroeder were the affirmatives.

Frank W. Judson, manager of the Midland Glass and Paint company, who had returned from a business trip to St. Paul, said he met several officials of the Great Western and they expressed themselves jubilantly over Omaha and their road's entrance here.

Rev. Robert Yost, pastor, and Mrs. Yost acted as host and hostess to the congregation of St. Mary's Avenue Congregational church at the church parlors, which were filled. A program was rendered, of which A. H. Waterhouse had charge as master of ceremonies.

Mrs. James Brown, 228 North Twenty-eighth avenue, was severely burned at her home by the explosion of a jug of gasoline.

Chase Green, a young negro, though not a lawyer, appeared in county court to cross-examine witnesses in a case touching the settlement of the estate of his mother, the late Mrs. Charity Green, who was burned to death. Some family disputes had arisen and young Green was there to look out for his interests, which he did quite well.

Women's Activities

Mrs. Julia Zuckerman, former superintendent of the Oakland Improvement association and chairman of the Tree committee of the Chicago Political union, has asked every woman who casts a vote next spring at the primaries to plant a tree.

Chicago clubwomen, in rebellion against the narrow skirts now in vogue, have decided to adopt one of their own, which shall be wide enough to permit an unrestricted step and short enough to escape rain and dust, with flowing lines from shoulder to feet, and waist loose enough for breathing easily.

Miss Rosetta G. Jones, who led the votes-for-women marchers to Albany and then to Washington, will inherit more than a million dollars, her father, who died recently, having left each of his children that amount, at the death of their mother. Many of the working suffragists of New York belong to the millionaire class.

Mrs. O. H. Belmont will be the hostess of Mrs. Emmeline Fankhurst when she arrives in New York, and has arranged an office for her at the Political Equality association, where the suffragist leader will have her headquarters. Her itinerary includes Chicago and Cincinnati, and she expects to sail for England on November 21.

Mrs. Bettie Winston Rosser, widow of General Thomas L. Rosser, held a reunion last week at Rugby hall, near the University of Virginia, that continued for a week, the guests being schoolmates and bridesmaids of Mrs. Rosser. They represented the belles and beaux of the sixties and included were many of the descendants of the colonial families of Virginia and other states of the south.

Paying Investments

Philadelphia Ledger.

Good roads are not a luxury. They are not only an evidence of prosperity, but they are the cause of it. They change losses into profits; they make abandoned lands lucrative farms; they bring the city to the country and the country to the city. They will do for many communities what the railroads have done for many other communities.

The Bees Letter Box

Lossing Pastors Omaha Needs.

OMAHA, Sept. 27.—To the Editor of The Bee: Columns are printed here regarding on events of sometimes no abiding importance. I am sure you will bear with me in emphasizing an event and memory from last evening that has abiding importance to our city. I mean the farewell reception to Dr. M. B. Williams of the First Methodist Episcopal church.

The advent, labor and departure of a man of the spirit, gospel principles and firm Christian purpose of Dr. Williams has an importance to any city infinitely exceeding the little affairs of money and industry.

In a mastery and to my heart, unforgettable address by the manly president of Omaha university, Prof. D. E. Jenkins, emphasis was placed on the fact that Dr. Williams was that type of pastor that does "not hide the Cross of Christ." The speaker showed how the ministry of the departing clergyman had been one in which "central things were central," by which he meant that the preaching, teaching and application of the Cross-gospel stood out prominently. I wish that address had been stenographed and printed in all our Omaha papers.

And when then an elderly, noble-visaged member of the church, a spiritual pillar, rose and added a similar testimony in words full of power and conviction, and from saying to myself, "And such pastors Omaha must lose! Such men walk the Via Dolorosa leading out of our city? Men of such spirit, with that only message Christianity has, the message of the cross, be weighted with burdens unutterable! If there is any type of clergy that can do this, this beautiful, but, oh, so unchurchy city of ours that we love, it is men, who are not ashamed of the 'gospel,' nor afraid to preach, teach and apply it.

It must be a hallowed memory to a congregation's Christian element, that it had the benefit of a ministry which, as Dr. Jenkins said, "did not hide the cross of Christ," the gospel of redemption in the blood of the world-Redeemer. Any one of us honored by the privilege of attending at this morning's service, and Christianly spirited farewell reception could only wish that the Christian element of that congregation and others of our city might boldly, confidently, prayerfully and with willingness to suffer in confession of faith uphold that type of ministry in Omaha.

I have often written in these columns against the rude ribaldry, the vulgar slang, the unchristian confusion of Christian truth marking many of the most popular so-called evangelists of today. Omaha's pastors, Omaha's best, safest, God-given evangelists, has been the motto. Right here I can then clinch former statements and add: Give us pastors that preach the gospel of the cross in the spirit of the gospel, fearless in rebuke of sin, fearless in offering to the "Greeks and Jews" of Christian churches the only saving gospel, that in the blood of Christ, that in Omaha needs no other evangelists. But if the true pastoral evangelists we have are to find labor among us a Via Dolorosa, the road of sorrow, and be stoned out of the city, then we merit an infliction in the shape of those crude evangelists that insult the human conscience, that violate every code of Christian fitness of spirit, that turn the church into a marketplace and make the church rude and coarse in its spiritual conceptions and spiritual attitude.

If the preachers of the cross gospel hereafter be accorded warmer welcome in Omaha, our city will rise in the ranks of the most unchurchy cities of the land and be changed into a spiritual oasis.

Twice Told Tales

Another Version.

A man who went away from home some time ago to attend a convention of church people was struck with the beauty of the little town in which the gathering was held. He had plenty of time, and while wandering about walked into the village cemetery. It was a beautiful place, and he walked around among the graves. He saw a monument, one of the largest in the cemetery, and read with surprise the inscription on it: "A Lawyer, and an Honest Man."

The man scratched his head and looked at the monument again. He read the inscription over and over. Then he walked all around the monument and examined the grave closely. Another man in the cemetery approached and asked him: "Have you found the grave of an old friend?"

"No," said the man; "but I was wondering how they came to bury those two fellows in one grave."—National Magazine.

Hoist the Flags.

OMAHA, Sept. 27.—To the Editor of The Bee: On crossing the river from Council Bluffs this morning on a motor car I could not help notice how desolate Omaha looked and our carnival in full blast. The same dreary sight is seen from the different railroads entering the city. This first impression to the strangers visiting our city for the carnival is certainly not a very pleasing one to say the least. The citizens of Omaha spend thousands of dollars advertising the Ak-Sar-Ben one way or other and decorating a few streets up and down and near the carnival grounds, but no one dollar goes to house-top decorations. How much more inviting to the stranger entering the city, if they could see a flag (Ak-Sar-Ben or National) streamer or pendant floating from every flag pole in the city. To place a flag pole in the city would not cost much and would add to the appearance of the town more than all the street decorations. The two together would make a pleasing sight.

Why would it not be a good plan to ask every owner of a flag pole to put up some kind of flag or banner and keep it up during the rest of the carnival? Several years ago this was done, along with the street decorations, and the old town never looked so gay and inviting before or since. From my office window I can count at least fifty flag poles and not a single one is carrying a decoration of any kind. I believe that if the owners of flag poles were solicited they would run up a flag for the rest of the carnival. Surely worth trying. I am willing to do my part.

W. G. SHRIVER.

Regulate Horse-Drawn Vehicles.

OMAHA, Sept. 25.—To the Editor of The Bee: Have the drivers of horse-drawn vehicles in this city any regard whatsoever for the rules of the road? It is one of the most aggravating problems of traveling upon public highways and one which should demand the attention of our municipal officials.

At a few of the intersections of important streets in the downtown district police traffic officers maintain at least a semblance of traffic regulations, but away from these corners on the hundreds of unpoliced crossings, it is a different matter.

Few people appreciate the fact that a considerable proportion of all traffic accidents are occasioned by this carelessness upon the part of drivers of horse-drawn vehicles, who contributing so greatly to the cause, are seldom blamed for their participation in the disaster.

The promiscuous "cutting" of corners, traveling upon the wrong side of the street and numerous other evils should be stopped. Furthermore, mere children should not be permitted to drive teams around the city, menacing the life and limb of all who pass their way. The police summarily put a stop to automobile driving by juveniles. A similar step

LINES TO A LAUGH.

"What is so rare as a day in June," he quoted, sentimentally.

"I know one rarer," she answered, prosaically. "The day when a husband asks his wife if she doesn't want some more money."—Baltimore American.

His Pastor—But surely, Brother Hardesty, you don't find fault with the great and beneficent scheme of creation!

Brother Hardesty (with a gathering scowl)—I don't know about that, either; there's too many barns struck by lightning!—Chicago Tribune.

"I shall never marry," said the young man with a pointed beard.

"Because you are an artist?"

"Yes, I painted a picture of the girl to whom I was engaged. She said that if that was the way I thought she looked, it was better for us to part."—Washington Star.

He—So your father asked you what you saw in me to admire?

She—Oh, no; he asked me what I imagined I saw.—Boston Transcript.

A Dry Weather Fish Story.

OMAHA, Sept. 23.—To the Editor of The Bee: A reminder of dry weather and a fish story in 1913. I served in the First Nebraska cavalry as corporal, doing stage guard duty, from Fort Kearney to Smith's ranch on the north side of the Platte river. There were four men and a corporal and I was the corporal. We followed the stage from one station to the other, and would wait for the next stage. The summer was very hot and the roads very dusty and the Platte river was dry, no water running. We rode in the channel of the river because there was no dust and it was better for our horses with only small puddles of water here and there. I was a very large catfish and I thought it was dead. It was not entirely covered with water, so I put my foot on it and it splashed mud all over me. I asked my comrades to help put the fish on my horse. It took five of us to do the job. It weighed at least 200 pounds. We went to the first ranch and tried to sell it. The ranchman had no money, but offered me five bottles of Red Jacket Bitters, which we accepted and he was happy.

JOHN F. BEHM.

Seven-for-a-Quarter.

OMAHA, Sept. 27.—To the Editor of The Bee: Seven for a quarter looks good at close range, but how about ultimate results? Will the street car company be restricted to Omaha only, or will they put the thumb screws on and make the patrons of South Omaha, Benson and Dundee make up the loss if there be any? How would 8 or 10 cents be paid by Benson or Dundee instead of 5 cents? Better let well enough alone and remember our waterworks for a while longer. It seems to me the man who wants more for his money than a ride from Albright to Benson wants something for nothing. Of course, the seven-for people will tell you we are not all going that way. But as it is, there is nothing to hinder them if they want to spend a nickel. Don't make us who have to cross the line pay any more, or at least jeopardize our chances. I believe in justice, individual and corporate, no more and no less. The one is interdependent with the other, notwithstanding the dogma of socialism.

D. S. MARTIN, 425 Parker Street.

Twice Told Tales

Another Version.

A man who went away from home some time ago to attend a convention of church people was struck with the beauty of the little town in which the gathering was held. He had plenty of time, and while wandering about walked into the village cemetery. It was a beautiful place, and he walked around among the graves. He saw a monument, one of the largest in the cemetery, and read with surprise the inscription on it: "A Lawyer, and an Honest Man."

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"No," said the man; "but I was wondering how they came to bury those two fellows in one grave."—National Magazine.

Political Straws

Kansas has strayed so far from the straight and narrow path of politics that Emporia friends have started a boom for Rev. Bernard Kelly for the republican nomination for governor. William A. White's Gazette gives assurances that Rev. Mr. Kelly's republicanism is as pure and of the vintage of the '60s.

Down in the Third congressional district of Massachusetts, some voters refuse to take seriously the announced candidacy of General Nelson A. Miles for the republican nomination for congress. The fact that General Miles has been boomed for the democratic nomination for president in times past leads the curious to ask: "When did he loop the loop?"

Having conferred suffrage on the women of Illinois, politicians are beginning to cultivate the coming crop of votes. As a means of getting acquainted, the Cook county democratic clubs plans a series of social entertainments, in which dancing will be featured. A special committee of male fellows is charged with the task of giving the wallflowers "a good time."

PROS AND CONS.

(From Judge.)

Consider, ere you take a wife, The pros and cons of wedded life. Protracted wedlock's safe to show Vices contracted long ago—The product of the honeymoon Appears in con-duct, very soon. 'Tis bliss pro-found to love, no doubt But cares con-found when love's burnt out.

Pro-fessions maidens deem their due, But wives demand con-fessions, too! Where maid the merest pro-vest head, A vigorous con-tract wives oft need! The maid con-vokes the joys of life, The wife pro-vokes—this leads to strife.

Hugs in pro-fusion maids allot Con-fusion is the underplot! Yet doubtless wedlocks pro-duct should, All said and done, con-duce to good—In the pro-cession, if you'd take Four proper places, con-cessions make—The pro-vince of this humble verse Is to con-vince—things might be worse!

"The Bread and Butter Question"—No. 1

It is for housewives to know

For here is a startling fact: The average family can have more meats, sauces, pies, cakes, puddings, fruits and desserts every week without spending one cent more.

This means setting a better table day after day, week after week; it means a happier, rosier, sturdier family.

The cost of the spread for the daily bread

It's one of your biggest daily expense items. You can cut off at least one-third of this expense and have that much more for table "extras."

The way to do this—the table without spending more—is "the 'Glendale' way". Wouldn't you like to know about it?

The articles to follow this will inform you. They will name the grocers and marketmen who are helping to make the "Glendale" way popular.

Read every one of them. Then let Armour and Company and the willing grocers and marketmen help you get started on the "Glendale" way.

Grocer and market man are not to blame

It's not all their fault because your table expense is so high.

Let them help you get more for your table money.

Your family will certainly appreciate the many "extras" you can have without extra cost by following "the 'Glendale' way."

Watch for the next one day after tomorrow

ARMOUR COMPANY

10 Carloads of Silver Dollars

Ten carloads of silver dollars, each car loaded to capacity (50 tons) will give you an idea of the vast sum we spent for improving the Chicago Great Western—\$10,000 per mile for 1500 miles! \$15,000,000! Not a dollar was wasted—every cent was put where it would improve the service we offer travelers, shippers, and consumers. New track, lower grades, new ballast, steel abutment-lined passenger cars, steel freight cars, new locomotives, automatic electric safety signals, better terminal facilities and countless other improvements.

Why not take advantage of these improvements by using the Chicago Great Western from Omaha to Des Moines, St. Paul and Minneapolis?

Trains leave Omaha 7:44 a. m. and 8:10 p. m.

Low Fares Northwest, September 25 to October 10

Ask P. F. BONORDEN, C. P. & T. A.

1522 Farnam Street Omaha, Neb. Phone Douglas 260.

Chicago Great Western

Chicago Great Western